













LOCAL AND GENERAL.

**Passing from Canal.**  
**Outward:** Bound—Jordan, May 20; Glasgow, June 28; Rangoon, July 8; Saigon, July 12; Hongkong, July 15; Penang, July 18; Amoy, July 21; Canton, July 24; Shanghai, July 27; Yokohama, July 30; Kobe, Aug. 2; Osaka, Aug. 5; Japan, Aug. 8.

**Homebound:** Bound—Daphne, July 1; Potosi, July 4; Benares, July 7; Amoy, July 10; Hongkong, July 13; Penang, July 16; Canton, July 19; Shanghai, July 22; Yokohama, July 25; Kobe, July 28; Osaka, Aug. 1; Japan, Aug. 4.

The M. M. Co.'s steamship *Terra*, with the French Mail of June 24, left Singapore on Wednesday, July 20, at 10 p.m., and may be expected here on or about Wednesday, July 27. This packet brings copies to London, despatched from Hongkong on May 18.

The Northern Pacific s.s. *Pha Wang* left Tacoma on June 28th for Yokohama and Hongkong.

The Northern Pacific s.s. *Victoria* left England for Hongkong on July 8.

The P. M. S. Co.'s s.s. *China*, with mail &c, left San Francisco for this port via Yokohama on July 8.

The R. M. S. *Empress of China* left Vancouver for Hongkong on July 18.

The Northern Pacific s.s. *Bellevue* left Tacoma for Yokohama and Hongkong on July 16.

The M. M. Co.'s steamship *Ventura* left Singapore for this port on or about July 23.

The D. D. B. s.s. *Savonia*, from Hamburg, left Singapore on July 21, and may be expected here on or about July 28.

The O. S. S. Co.'s steamship *Telamon* left Singapore on July 21, and may be expected here on or about July 28.

The Union Line s.s. *Angara*, from London, Antwerp, Hamburg and Straits, left Singapore on July 22, and may be expected here on or about July 29.

The N. G. L. s.s. *Pharos* left Bombay for this port on July 15, and may be expected here on or about Aug. 3.

**UNION CHURCH.**—SUNDAY, JULY 24, 11 A.M.  
 Hymn, 151; Psalm, 137; Hymn, 161; Hymn, 172; Anthem, No. 10.

**FRANK GUYER.**—A Service will be held on Sunday next at 6 p.m., conducted by Rev. G. H. Bondfield.

A Chinese boy was drowned while bathing in the Harbour at Shaukiat this morning.

Messrs Butterfield & Swire inform us that the O. S. S. Co.'s s.s. *Telamon* left Singapore at noon yesterday and may be expected here on or about the 27th inst.

The Superintendent of the P. & O. S. N. Co. informs us that the Company's s.s. *Ventura* left Singapore for this port on the 21st inst., at 1 p.m.

Messrs Simpson & Co. inform us that the D. D. B. s.s. *Savonia*, from Hamburg, left Singapore for this port yesterday afternoon, and may be expected here on or about the 27th inst.

Messrs Shaw & Co. inform us that the Union Line s.s. *Angara*, from London, Antwerp, Hamburg and Straits, left Singapore to-day, and may be expected here on or about the 28th inst.

A couple who admitted taking "by mistake" a silk handkerchief out of the pocket of William Fisher, Acting Inspector of Markets, at Hung Hom, was sentenced to three months' imprisonment by Mr. Woodhouse to-day.

The *Taiyang*, which left yesterday evening for Swatow, put back this afternoon. Upon enquiries at the agents we are informed that the put-back on account of the supply of coal being wet. An additional supply of fresh coal was shipped, and the *Taiyang* is expected to sail to-night.

The Band 1st Shropshire L. I. will play the following programme on the Barrack Square this evening, 22nd July, 1892, commencing at 7.30:

Polka, "Who's that Calling?"—Moderate.  
 Quadrille, "The Golden Rule"—Moderate.  
 Schottische, "The Golden Rule"—Moderate.  
 Waltz, "The Golden Rule"—Moderate.  
 Polka, "The Golden Rule"—Moderate.  
 Quadrille, "The Golden Rule"—Moderate.  
 Schottische, "The Golden Rule"—Moderate.  
 Waltz, "The Golden Rule"—Moderate.  
 Polka, "The Golden Rule"—Moderate.

The Stanley Company gave one of the best performances of their season at the Theatre Royal last night, when the burlesque of "She" was put on the boards. On their previous visit to the colony this fantastic and highly amusing piece proved a strong card and the reception which it got last night showed that it has lost none of its attractive power. There is a good deal of the "spectacular" in "She," and this is a line in which the Stanley Company always scores well. The music is sufficiently varied and lively and has been very skilfully adapted. The scenery and dresses are gorgeous, for to see Miss Brown as the great "She," a part in which she acquitted herself very commendably, showing a good deal of genuine dramatic talent. It is a pity that the part does not give her a good opportunity for showing the power and quality of her fine contralto voice. Fanny Stanley, as the forward young person who defies the great Queen of Kor, was the life of the piece, and as usual got through as much hard work as the possibly could in the time. She was particularly happy in her songs and was "encored" for each one. Among the others who deserve special mention were Miss Dolly Childs, Mr. Durish (Ugolino), and Mr. W. Stanley. The dance and stage evolutions were of course, rapidly and successfully applauded. To-night the lively opera "La Fille du Mademoiselle Angot" will be repeated.

The Hon. Treasurer of the Hongkong Ladies' Auxiliary to the British and Foreign Bible Society forwarded to London yesterday by the English Mail the sum of £48.6.8, being the result of offerings, private contributions and sales of magazines during the year. This is a slight increase on the amount raised and sent home last year.

The second Gynkhana Meeting will take place at the Rascasse to-morrow afternoon, commencing at 5 o'clock. An excellent programme has been arranged, and if the hot weather does not prove too much for the competitors, some interesting contests will take place. The meeting is held under the patronage of H. E. the Governor, H. E. the General Commanding, and the Commodore.

Admiral Fournier, the present commander-in-chief of the naval forces in French Indo-China, says the *Celestial Empire*, has telegraphed to Paris tendering his resignation.

The trial of Lawrence Coomb Brown and John Alexander Brown for criminal breach of trust has been transferred from Penang to Singapore, the Government agreeing to pay all reasonable expenses. The trial will probably take place in September.

Lady Clementine Smith, wife of the Governor of the Straits Settlements, has arrived at 7 Wilton Street, London, from Kirkcaldy Hall, Redcar, Yorkshire. The Rev. Percival Clementine Smith, rector of St. Ann, Blackfriars, E. C.—a brother of Sir Cecil Clementine Smith—was thrown from his horse the other day and severely injured, having sustained a broken collar bone and a slight concussion of the brain.

**Colonies and India.**  
 We are informed (says the *Rangoon Gazette*) that the net profits of the Bank of Bengal for the half-year ended 30th June last, including a balance of Rs. 1,66,291-12-5 carried forward from last year, amount to Rs. 14,62,478-12-0. This sum has been disposed of by the Directors as follows:—Dividend at 9 per cent. Rs. 9,00,000; Reserve Fund Rs. 1,00,000; Pension Gratuity Fund Rs. 7,00,000; Balance carried forward Rs. 8,62,478-12-0.

A further consignment of gold from the Siam Exploration Company has reached Singapore in the care of Mr. J. Houldsworth, the Engineer who has been in charge of the works since Mr. G. R. Farley, the Mining Manager, went home in May last. The consignment is entirely from the gossan, of which enormous quantities lie ready to hand—a low grade it is true, but available with the minimum amount of labour, and as the result of 30 days running of the 3 ft. 6 in. Huntington Mills, 150 cwt. of gold have been secured, valued approximately at 2470. The 36 days were spread over May and June, some delays occurring owing to temporary repairs being necessary to machinery, for which purpose the Houldsworth is now over here. This crushing (the last produced 78 cwt.) shows a trifling percentage than the last, and the metal looks considerably better, in the two-ings. The difficulty experienced in the "tickening" of the gold-silver, which will be remembered is a great one out here, and caused some little anxiety to the management, has been partially got over, and in the two last cleanings up very little mercury has been lost. The work, which has been carried on entirely at Houldsworth, on a boat having been to Singapore for a couple of months. Mr. Houldsworth himself came over in a Chinese tongkang, and did not have a pleasant time of it. Mr. Farley is expected back from Europe by any of the coming mails. —*Free Press.*

**THE TYPHOON.**  
 Dr. Doherty writes to-day—At 3.45 p.m. the Red North One was hoisted. The typhoon appears to be situated near the North Coast of Formosa. Barometer rising slowly. Gradually moderate for W. winds. Weather hot and rather dry. (Issued at 11 a.m.)

The British steamer *Poker* reports: From Yanket to Amoy, experienced from N.E. wind and squally weather. From Amoy to Swatow, from E. to N.E. wind and squally weather. July 20th, left Swatow, but owing to stress of weather anchored again in the harbour. Throughout the night experienced strong wind with rain. July 21st, 4 a.m., barometer lowest reading 29.32; 5 a.m., wind moderating and barometer rising; 11.45 a.m. proceeded again; had moderate S.W. wind and heavy swell to port. (Typhoon passed up Formosa Channel.) Steamer in Amoy, *Holloway*, *Teucer*, *Blondmond* and *New-Chow*. Steamer in Swatow, *Formosa*, *Wesley*, *Yuenyang*, *Hongchoo*, *Nanshan* and *Glengyle*.

**SUPREME COURT.**  
 IN ORIGINAL JURISDICTION.  
 (Before His Honour Sir Fielding Clarke, Chief Justice.)  
 Friday, July 22.

**THE NUMBER OF AN INDIAN WATCHMAN.**  
 The Acting Attorney General (Mr. A. J. Leach)—Your Lordship will recollect that the Sessions adjourned till this morning, and information has been received in the murder case against Bala Deen that he has been found guilty. I have to say that you will find a copy for hearing. His Lordship—I would rather take it next week.

Mr. Francis—I have not seen the depositions yet.

His Lordship—I don't like these things to stand over for long. Would you be ready next Wednesday?

The Attorney General—I can.

Mr. Francis—I say what my friend says, I can be ready if your Lordship says that day. But I would like longer time. There is a tremendous mass of evidence to go through.

His Lordship—I wish to consult your convenience. I don't like a long adjournment.

**FOOTNOTES.**  
 July 19th.  
 There is some likelihood, says the *N. C. Daily News*, of proceedings being taken by the Court of Consuls to test the legality of the action of the Local Post Office in detaining unpaid correspondence.

It is common talk in the city that the New Victoria is to leave Peking immediately after the Emperor's birthday, which falls in accordance with the new calendar, and movements reported by us last week.

We hear that a couple of rich natives, hearing of the profits made by some of the team and that the said natives are residing on their profits for the season, are embarking in the business themselves for the purchase of the third and fourth crop teas.

With the return of hot weather and the completion of the rice fruit, devil-driving has commenced to counteract the consequent prevailing sickness, as many of the residents who live on the hill are too well aware. What with the changing winds and the yellow night made tedious.

Much of the paddy in the neighbourhood is now being cut and the crops are considered very good. The farmers have been highly favoured with fine weather. There has been no boating down of the stream by heavy rain or overcast winds, and the paddy is now in the best of the season. The only and natural consequence is that the price of rice will become daily so much cheaper, which the Chinese grower will be doubly grateful as much as the English farmer does when he gets a fine crop of wheat.

The firewood trouble, made mention of in our issue of 25th instant, arising out of a demand for a cash per bundle tax, has not yet been settled. Supplies have been coming in from other sources and are being used down the river, the price is still very high. It is feared that the tax may be established, owing to the demand of the matter being in the hands of a very influential interest who has the power of carrying it against the alleged contrary wishes of the Yuen.

The Customs will be closed on Tuesday next, the 19th instant, (25th day of the 6th moon) in honour of the Emperor, whose birthday is to be kept on that day. The anniversary is really two days later, but so happens that the 25th day of the moon is appointed as a fast day which will be observed by the officials in discharging their duties. We understand that, owing to there being an intercalary moon in the month of June, the anniversary will be celebrated in the month of July. In consequence of the depressed state of the trade of the port, the rejoicings will be more those of the heart than of festivity and expensive outward display.

A serious encounter took place in a village close by Peking between a lot of smugglers and a body of 1000 men, ending in a victory for the latter. The result of the encounter was that the smugglers were killed and several others had been dangerously wounded. Our informant assures us that there is no desire on the part of the people to evade the legitimate duties, but that they are driven to try to smuggle to avoid a gross injustice. As a matter of expense it would be much cheaper for them to pay the legitimate tax as it is not very heavy; but the extra expense of those who are appointed to collect it, that they are the risk of smuggling. We can scarcely believe that the government can be aware of all this smuggling going on, but it is probable that they know nothing at all about it. However that may be, we feel sure that the new Victoria will put a stop to such abuses as soon as ever he takes up the reins of government.

During the last year or two we have seen when the annual meeting was held by the provincial government which have all tended to the welfare of the people and which have all proved, in the working, more or less successful. The most important of them were those relating to the revenue, the suppression of opium, and to the currency (regulations; copper cash; native bank notes; and small silver coin). Equal in importance to these are a new set of measures for the clearing of the rivers, the improvement of the roads, the citizens engaged to do their duty in place in small pieces to be ready for carrying away. The office of secretary is, according to the orders of the Emperor, to be performed by the military, who provided with baskets and brooms, will carry the piles away. They are also armed with authority to enforce the attention of the citizens to the duties. With such an order, properly carried out, the revenue of the province will be a great deal more than the present one, and we shall have to see the order extended to apply to the streets in the business part of the foreign settlement.

**RAUB.**  
 The following is the Mining Manager's report for the fortnight ending 8th July, 1892—I have the honour to report the following as the progress made with the various works at the mine during the past fortnight:

**Shafting.**—The only work going on in this part of the mine is striking the new engine shaft. This is now sunk to a depth of 92 feet; we are at present timbering up. As soon as this is completed, sinking will be resumed. There is no change to report in the nature of the ground, which remains very hard. The shaft is making a little more water as we go down. In the old shaft hole we are still working the pump to keep the water from rising and swamping the new shaft. The pump is kept running at a speed of working 14 hours per day.

**Watering.**—The work of extending the No. 1 and 2 levels and sinking the No. 2 winze has been steadily carried on and good progress made. Some little water has been let out of the No. 2 winze, which prevented work being carried on for a few shifts, but this has been overcome by fixing a fan and hose to carry down the winze; since this was done, work has proceeded without interruption. The No. 2 level has been extended 50 feet during the fortnight, making total distance from tunnel 92 feet. The No. 2 level as usual continues irregular but prospects better. In the No. 2 (160 feet) level the Indian mine and the Chinese mine are good, and without any danger walls. The formation is small quartz leaders intermingled with soft black slates which requires very careful timbering to prevent the ground from running. The prospects of this part of the mine are not so good as they were, but they may change for the better any day.

**Wine.**—The No. 3 winze has been sunk 32 feet for the fortnight, making total depth 82 feet. I expect to break through

the No. 2 level during the opening week. The whole of this winze is being sunk in quick succession, being sent to the battery for crushing.

**Battery.**—This is still idle but will commence crushing again on Monday next, when I hope to be able to keep it all up. A lot of firewood, which we ought to be able to keep up so long as nothing occurs to scare the coolies away again.

**Boats.**—Three of these arrived from Loklok on the 6th inst., bringing up part of the winding machinery, which is over in a worse state than our former lot was. They also recovered some of the galvanised iron which they found had been used to build the dynamo stockades at Loklok Tumb, and also (at Loklok) 36 sheets galvanised iron which had been used for the same purpose there; but as yet they have not recovered any of our boats. The boats started down the river for another trip this morning, the manager, reports all quiet on the Samantan and that the whole place is deserted.

**Disturbances.**—There is nothing fresh to report in reference to them, and all remains quiet in this district. Colonel Waller with a considerable force of Sikhs is still at Raub, and he has several men stationed about the district. There is no doubt that it is owing to the presence of these men that the present quietude exists. It is like a bomb in the hand of the enemy; all the elements of an explosion are there, but it is only kept down by the weight; remove the weight and the whole thing will be let loose. On Sunday night last, a Kling living on the road between Loklok and Loklok Tumb, was attacked in his house, and badly wounded, and no doubt would have been killed had he not run away. The cause of the attack appears to be a dispute over a piece of land, which had been getting on in the hands of the Kling and his wife, and his wife's husband was at the Military Hospital.

The following telegram gives the latest news from the mine:

Raub, July 19th. Battery commenced crushing. Raub Hole, depth of main shaft 62 feet. Prospects are most favourable.

**WRECK OF A STRAITS STEAMER.**  
 AN EXCITING TALE.  
 The steamer *Queen Margaret*, which arrived at Singapore yesterday, (says the *Straits Times* of the 15th inst.) brought the captain and chief engineer and a portion of the crew and passengers of the *Queen Margaret*, which was wrecked on the 11th inst. in an open boat at sea on the 11th inst. They all bore traces of having suffered severe privations. The Captain and Engineer were at once sent off to the Sailors' Home to get some rest and nourishment, and what they are strong enough to do, and the rest of the crew will be sent to Penang, where the inquiry into the loss of the *Queen Margaret* will be held.

From the particulars which we have been able to gather from the captain, it appears that the *Queen Margaret* was wrecked on the evening of Wednesday, the 6th July, with a full cargo, bound for Langkat. Her Pilot was well and there was no marking to indicate that she was in any way overboard. Everything went well until the pumps were going full blast at night; but during the night three years the ship, had made water when loaded, which often had damaged cargo. On this occasion there was no more water than usual, until 10 o'clock the next morning when the pumps had to be kept going full blast, and the water rose above the stowage plates, and in the forehold the water was a foot above the timbers. After examining all the available places about the ship, and finding that the water was rising, without any cause, the captain ordered the boats to be got ready. The deck cargo was jettisoned, which operation made no material decrease in the amount of water. The captain was down in the hold, and a noise on deck, he came up and found that a panic had taken place amongst the crew and Asiatic passengers and that they had taken all the four ship's boats. Two of the boats, smeared and bottom upwards, were seen floating by the side of the ship; and the other two boats, filled with passengers and some of the crew, were pulling away from the ship. They were hailed to come back but took no notice. Just at this time a Mr. Baring, his servant and a few more, were seen to jump into the sea after the ship. There was a big sea running which made each man's position extremely dangerous. The captain called out to them to desert, but they went over the side, disappeared, and were never seen again. Only eleven men, all told, remained on the *Queen Margaret*, and they at once set to work throwing all the cargo overboard. This work went on vigorously until about 2 o'clock when a little outside interest was evinced by the appearance of a large white steamer, and the ship, passing to the northward. The engine, upside down, was hoisted; the signal, "want assistance" was hoisted; distress rockets were fired, but the steamer took no notice and continued her course. The captain, seeing that the ship was not to be helped, and that the crew were seen to be making back to the ship, and were once again taken aboard. The captain at once took command and put all hands, including the passengers, on to the work of jettisoning cargo and bailing out the water in the hold. The work was not without success. There were two Asiatic passengers amongst those who returned in the boat, and when they saw what was to be done, they simply refused to assist and pulling out their knives they made for the lifeboats. Great difficulty was experienced in keeping these two men in order, and it was only after strict measures had been taken that they were subdued. The other people worked hard. At 6 o'clock in the evening there was a heavy rain, and the ship, having been in the water for some time, the hold was full of water. All hands then came up to the deck, and started bailing out the water, which work was continued until 9 o'clock, when the water was still going on their faces. Seeing that it was impossible to keep the ship afloat, and that the crew were going down by the head, the captain ordered the people to go on by one into the remaining boat. A had sea was running, and four hands were kept continually at work bailing out the boat. Two Kling passengers, however, refused to assist and went, drift on the beach. Three Chinese passengers refused to leave the ship as they considered that the boat was already too full. At half-past 1 o'clock on the morning of the 9th July the boat put off from the shore, and the *Queen Margaret* was seen no more. The *Queen Margaret* was a fine ship, and there is no doubt that she was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that he was a fine man. The crew, however, were a fine crew, and there is no doubt that they were a fine crew. The passengers, however, were a fine passengers, and there is no doubt that they were a fine passengers. The ship, however, was a fine ship, and there is no doubt that it was a fine ship. The captain, however, was a fine man, and there is no doubt that